

In the Claims:

1 1. (Original) A turbomachine or turbo-engine, particularly a  
2 gas turbine, with a stator and a rotor, wherein the rotor  
3 comprises rotor blades (21) and the stator comprises a  
4 housing (20) and stationary guide vanes (17), wherein the  
5 guide vanes (17) form guide vane rings (11, 12), which  
6 border with radially outwardly positioned ends (18) on the  
7 housing and with radially inwardly positioned ends on the  
8 rotor, and wherein the guide vane rings are spoke-centered  
9 with the aid of bearing journal pins or guide pins (24)  
10 allocated to the housing (20) and passing through the  
11 housing (20), characterized in that the guide pins (24)  
12 extend approximately perpendicularly to the housing (20),  
13 and in that ends (26) of the guide pins (24) reaching into  
14 the housing engage fork-shaped elements (27) allocated to  
15 the radially outwardly positioned ends (18) of the guide  
16 vane rings (11, 12).

1 2. (Original) The turbo-engine of claim 1, characterized in  
2 that the guide pins (24) extend approximately  
3 perpendicularly to the housing and at a slant to the radial  
4 direction and to the axial direction of the turbo-engine.

Claims 3 to 15 (Canceled).

1     **16.**   (New) The turbo-engine of claim 1, characterized in that  
2           the fork-shaped elements (27) are at least partly open in  
3           the radial direction and the axial direction of the  
4           turbo-engine.

1     **17.**   (New) The turbo-engine of claim 1, characterized in that  
2           the fork-shaped elements (27) are allocated to an outer  
3           cover belt (19) of the guide vane rings.

1     **18.**   (New) The turbo-engine of claim 1, characterized in that a  
2           plurality of fork-shaped elements are positioned  
3           distributed around the circumference of a guide vane ring  
4           (11, 12), whereby a plurality of guide pins positioned  
5           distributed about the circumference of the housing (20)  
6           engage in the fork-shaped elements.

1     **19.**   (New) The turbo-engine of claim 1, characterized in that  
2           seal carriers (28) are arranged between the radially  
3           outwardly positioned ends (18) of the guide vanes (17) of  
4           neighboring guide vane rings (11, 12).

1     **20.**   (New) The turbo-engine of claim 19, characterized in that  
2           the seal carriers (28) are arranged between outer cover  
3           belts (19) of neighboring guide vane rings (11, 12),  
4           whereby radially outwardly positioned ends of rotor blades  
5           (21) cooperate with sealing bodies (29) allocated to the  
6           seal carriers (28).

- 1     **21.**   (New) The turbo-engine of claim 19, characterized in that  
2           the guide vane rings (11, 12) and the seal carriers (28)  
3           are spoke-centered with the aid of the guide pins (24)  
4           and/or of the fork-shaped elements (27).
- 1     **22.**   (New) The turbo-engine of claim 1, characterized in that  
2           the fork-shaped elements (27) bound at least two recesses  
3           (31, 32), whereby the guide pins (24) engage a first recess  
4           (31) and whereby projections (33) of the seal carriers (28)  
5           engage a second recess (32).
- 1     **23.**   (New) The turbo-engine of claim 22, characterized in that  
2           the recesses (31, 32) of the fork-shaped elements (27) are  
3           positioned next to each other in the circumferential  
4           direction.
- 1     **24.**   (New) The turbo-engine of claim 1, characterized by at  
2           least one stop for limiting the axial shiftability of the  
3           guide vane rings (11, 12).
- 1     **25.**   (New) The turbo-engine of claim 24, characterized in that  
2           the stop is or stops are integrated into at least one of  
3           the fork-shaped elements (27).
- 1     **26.**   (New) A mounting device for a turbo-engine of claim 1 for  
2           aligning or adjusting the guide pins (24) which are  
3           oriented approximately perpendicularly to the housing (20)  
4           and extend through the housing of the turbo-engine, with a

5 plate-shaped base body (36) and at least two recesses  
6 integrated into the plate-shaped base body, whereby for the  
7 alignment or adjustment of at least two guide pins, the  
8 guide pin ends (26) reaching into the housing extend  
9 respectively into a corresponding recess of the mounting  
10 device (35) positioned on the inside (38) of the housing,  
11 and whereby the guide pins, the ends of which reach into  
12 the recesses of the mounting device, can be tightened by  
13 nuts (34) positioned on the outside (39) of the housing.

1 **27.** (New) The mounting device of claim 26, characterized by a  
2 handle (40) extending approximately perpendicularly to the  
3 plate-shaped base body (36).

1 **28.** (New) The mounting device of claim 26, characterized in  
2 that the or each recess (37) is integrated into the  
3 plate-shaped base body (36) in such a way that on the one  
4 hand during the alignment or adjusting, the ends (26) of  
5 the guide pins (24) reaching into the housing (20) pass  
6 through the housing perpendicularly to a plane defined by  
7 the plate-shaped base body, and that on the other hand,  
8 following the alignment or adjustment, the mounting device  
9 can be brought out of engagement, tangentially to the plane  
10 defined by the plate-shaped base body, with the ends (26)  
11 of the guide pins reaching into the housing (20).